

For information

Legislative Council Panel on Economic Development Barrier-free Access and Facilities of the New Cruise Terminal at Kai Tak

Purpose

This paper provides information on the barrier-free access and facilities of the new cruise terminal at Kai Tak as requested by Members at the Panel meeting on 11 July 2012.

Background

2. The Government is fully committed to ensuring that our tourism facilities are accessible to all. It is the Government's established policy objective to provide barrier-free access and facilities for people in need (including persons with disabilities (PWDs) and the elderly) to allow equal access to and enjoyment of tourism facilities.

3. The new cruise terminal at Kai Tak is an important tourism infrastructure in Hong Kong. The barrier-free access and facilities at the cruise terminal building fully comply with the requirements laid down in both the latest "Design Manual - Barrier Free Access" ("Design Manual") issued by the Buildings Department in 2008, and the latest "Enhanced Standards on Universal Accessibility" ("Enhanced Standards") promulgated by the Architectural Services Department (ArchSD) in 2011. The Design Manual sets out the basic design requirements of providing proper access to and appropriate facilities in a building for PWDs and other sectors of the population including the elderly, while the Enhanced Standards list out the major areas for continual improvement on universal accessibility and recommend the best practices and design guidelines to facilitate a wider spectrum of users to access public buildings and services independently.

Barrier-free Access and Facilities at the New Cruise Terminal

4. In accordance with the requirements set out in the Design Manual and Enhanced Standards, the new cruise terminal at Kai Tak will provide the following facilities –

- (a) wider space inside toilets for more comfortable use and easier

- manoeuvre by elderly people and PWDs;
- (b) automatic sliding doors at all main entrances;
- (c) longer opening time of lift doors to facilitate wheelchair users;
- (d) landscaped areas designed to be suitable for all users including the disabled, the aged and children;
- (e) lower risers at main circulation staircases;
- (f) braille maps at strategic locations and extensive tactile guide paths at areas accessible to passengers and the public;
- (g) wider accessible car parking spaces; and
- (h) wider corridors to accessible facilities and more gentle ramps for wheelchair users.

5. In addition to those facilities required under the Design Manual and the Enhanced Standards, the new cruise terminal also provides other enhanced facilities (such as accessible immigration clearance counters and e-channels and fire shelters for the physically challenged) to allow better access to and use of facilities at the cruise terminal building by PWDs. Adequate toilet and baby care facilities will also be provided in the building. The terminal operator will consider other measures which can facilitate passenger access.

Consultation with Stakeholders

6. In considering the barrier-free access and facilities of the new cruise terminal, the Government consulted the Sub-committee on Access (SCA) of the Rehabilitation Advisory Committee (in the presence of representatives from the Equal Opportunities Commission (EOC)) in June 2011, and a follow-up meeting with some of the SCA members was held in February 2012. ArchSD and the works contractor have taken on board their suggestions as appropriate after careful consideration. The additional features of the modified design are over and above the requirements set out in the Design Manual and the Enhanced Standards. Some highlights of the modified design, which was presented to SCA and EOC members at the SCA meeting in July 2012, are set out below -

- (a) provision of emergency help lines;
- (b) provision of computerised writing pads for the hearing impaired to make enquiries;
- (c) push button for emergency call bell and light inside the fire shelter lobbies;
- (d) more pick-up and drop-off points for the disabled;
- (e) more accessible toilets near to the pick-up and drop-off points and on the landscaped deck;

- (f) relocation of the accessible car parks nearer to the main circulation;
- (g) rearrangement of the tactile guide path to avoid crossing the routes for the wheelchair users; and
- (h) designation of some pick-up and drop-off points for coaches carrying wheelchairs and re-habilitation buses to shorten the travel distance.

7. We have adopted 28 out of the 30 suggestions made by SCA and EOC members. We are only unable to fully take on board the remaining two suggestions, i.e. the provision of visual fire alarm in escape staircases, and travellers between the coach pick-up/drop-off points and the entrance on G/F of the terminal building. On the former, since the escape staircases are already fire-protected, people with hearing difficulty inside the escape staircases are already in a safe place, and hence there is no need to install visual fire alarm therein. As for the suggestion to install travellers on G/F of the building to shorten the walking distance between the pick-up/drop-off points and the terminal entrance, we are not in a position to do so due to site constraints. However, we will install wall-mounted folding chairs at suitable places along the corridor to allow the elderly and weak people to stop and rest as needed.

8. The SCA and EOC members present at the SCA meeting in July 2012 were generally satisfied with the revised design.

9. Members are invited to note the information set out in this paper.

**Tourism Commission
Commerce and Economic Development Bureau
Architectural Services Department
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